came along to tell the German Admiralthat the United States Army was just as
glad to see him as the United States Navy,
also that Gen. Brooke would be glad to
see the Admiral at Governors Island.
When the official visits had been paid
Mr. Schwab walked down the gangway
and announced that the German Admiral
would be pleased to have the representatives of the press pay their respects. A
squad of reporters, some with camera
accompaniments, had been waiting about
three hours for that invitation. The
German Admiral received them in the
stewards' cabin, which is directly be
low the main deck aft. The Admiral
was in undress uniform. He appeared
to be about 50 years old, with
bronzed face, deep blue eyes, light hair,
mustache and chin whiskers. The Admiral', who speaks English, said:
"Gentlemen, I am very pleased to see
the representatives of the press of so great
and so fine a city as New York. We had
a very pleasant voyage. But you want
some notes, I suppose, of what I have to
say. Yes? Well I have prepared some,
and here they are."

Thereupon the Admiral pointed to a

and here they are.

Thereupon the Admiral pointed to a stack of envelopes, photographi size, one of which he opened and from it took a printed description and history of the vessel he commands, a photograph of her and a photograph of the Emperor and his suite and the Empress, taken aboard

the yacht.

"These, I think," added the Admiral,
"will give you all the information you want.
I am very glad to be in New York."

The Admiral was told that he had arrived about three days sooner than was expected and that he was very likely to become as amous in this country for promptness as Admiral Dewey.

"Ah!" exclaimed the Admiral, "I could not hepe to be so famous as your great.

"Ah!" exclaimed the Admiral, "I could not hope to be so famous as your great. Dewey in anything. He is one of the greatest, if not the greatest, of the world's naval commanders.

Just then Capt. George A. Converse of the Illinois called, and in order to have a talk with his latest visitor the Admiral turned the newspaper men over to Lieut. Rebensburg. With regard to the trip the Lieutenant said:

"We left Kiel on Jan. 18 and arrived at Gibraltar on the 23d at 8 P. M. We left there the same evening after having coaled. We made Porto Grande, St. Vincent, at 10 P. M. on the 27th, and left there early in the morning of the 29th, having taken coal again. Our next stop was at St. Thomas, where we arrived on Feb. 5 at 9 o'clock in the morning We took coal and remained there three days. From St. Thomas we proceeded directly to New York.

and remained there three days. From St. Thomas we proceeded directly to New York.

"We encountered a stiff northeast wind when off the Canaries, which seemed to blow directly from the Sahara Desert, but since it caught us astern, it really helped us along. On Monday we ran into rough weather with head winds about two hundred miles off Bermuda. We concluded that we would lose more time than we felt we could spare by stopping at Bermuda, so we hastened along to New York.

"Our best day's runs were 384 miles, or an average of about sixteen knots an hour. This we did on several days. The only bad weather we had was off the Bermuda coast, and everybody was in excellent health all the way over. We have the Marconi wireless telegraphic apparatus aboard and we signalled our presence off Dover and on our approach to Porte Grande. We did this again off Sandy Hook, and our message read, 'Arrived, all well. Please inform the Emperor.' We got no answer to our message down at the Hook, but I suppose it went through all right."

Lieut. Rebensburg was informed that it was not unnatural that no notice should have been taken of the yacht's wireless message, since there is no Marconi apparatus at the Hook. The Lieutenant was greatly surprised and asked:

"Is that so? Well, where is the apparatus? Where should we have signalled?"

When told that it was at Nantucket he said: "How stupid! We ought to have known as much."

An aide took the newspaper men through the yacht. She is finished in oak, satinwood and birdseye maple, the latter, so the aide said, having been obtained in the United States. In the lounging room of the Emperor's suite are an organ and a Laby grand piano, both of which were also bought in the United States.

In the Emperor's bedroom are two photographs, one of the Emperos and the other of a beautiful young woman with a baby in her arms.

The side said that the latter was a photograph of Princess Henry of Pless. Princess

of a beautiful young woman with a baby in her arms.

The aide said that the latter was a photograph of Princess Henry of Pless. Princess Henry of Pless is the daughter of Mrs. Cornwallis-West, who at one time figured in the public prints as a rival of Mrs. Langtry as an English beauty. Her brother is married to Leonard Jerome's daughter, Jennie, who was formerly Lady Randolph Churchill. The Princess Mary Theresa Olivia West married Prince Henry in London. Olivia West married Prince Henry in London in 1891 when she was 18 years old. She has one child, a boy, born at Berlin two years ago and named John Henry Albert Edward William.

william.

At the head of the companion leading to the Emperor's suite is a picture of Hohenzollern Castle, the seat of the reigning German family. On the left of it hangs an engraving of the fight in Mobile Bay, entitled "A Day With Farragut," with the Admiral standing on the bridge of the Hartford. On the right of the picture of the castle is an engraving of the battle of Trafalagar with Nelson on the deck of the Victory. Here and there over the walls of the various rooms of the imperial suite are paintings and pen and ink drawings made by the Emperor.

are paintings and pen and ink drawings made by the Emperor.

Just before the reporters left the ship the statement was made that Admiral von Baudissin will call at the navy yard and at Governor's Island to-day, after he has received a call from the German Consul-General in New York. Either this afternoon or on Friday he will visit Shooter's Island, going there on one of the navy yard tugs.

yard tugs.

The officers of the Hohenzollern are as

The officers of the Hohenzollern are as follows: Rear-Admiral Count von Baudissin, Commander von Holleben, Commander Hipper, Lieutenant-Commander von der Osten, Lieutenant-Commander von Mantey, Lieut. Rebensburg, Lieut. Saidensticker, Lieut. won Haxthausen, Engineer (Lieut.) Steinmeyer, Engineer (Lieut.) Nicolai and Naval Surgeon Dr. Uthernann.

It was announced from the navy yard yesterday that Rear Admiral Evans will arrive here on Friday and, after making a formal call at the navy yard, will go aboard the Illinois at Tompkinsville at 10 o'clock on Saturday morning. Admiral Evans's squadron will consist of the Olympia, due from Boston on Friday or Saturday, the San Francisco, due from Norfolk on Saturday; the Cincinnati, which is expected here to-morrow from Hampton Roads, and his flagship.

The sailors of the Hohenzollern who managed to get ashore headed straight for the Bowery. They travelled in groups of five over the Hoboken ferry and made frequent stops in the saloons along Park row. One group consisting of six-footers stopped in a saloon near Franklin Square. The spokesman, who could speak English, asked the bartender if he would exchange

The spokesman, who could speak English, asked the bartender if he would exchange United States coin for the German silver which the sailors had in their pockets. dozen public-spirited citizens approached

and shouted:
"Hohenzollern! What are you going to The sailors shook the hands of the men in the barroom and through their interpre-ter explained that they would like to set 'em up again if the bartender would accept

German coin in payment.

"I ver' much 'bliged," said the leader of the crew, "but I vill like to had some 'Merican money for dem," and he produced a handful of silver coin. "For vaht

A mark is worth a dollar," answered a man who wore a silk hat. Then two men handed over dollar bills in exchange for two marks which were worth 24 cents

The Kaiser's sailors promptly ordered drinks and treated their American friends. Then they inquired the nearest route to the Bowerv and started out to see the sights. There were several parties of the German lors on the Bowery last night, and everywhere they went they received a royal welcome, for they were promptly recognized as they carried the name of the Kaiser's yacht on their hats. The only thing that seemed to annoy them was when they found it impossible to buy drinks in New York with German coin. As they had been at sea for about a month they explained that they wanted to have a good plained that they wanted to have a good

time ashore like all other sailors returning from a long cruise.

The Hohenzollern is one of the most luxuriously fitted palaces afloat and was built at Stettin by the Vulcan Shipbuilding Company in 1893. She is a steel vessel, rather high-sided, as that is necessary to give her the accommodation required. Her bow is ram shaped and her stern rounded. Her dimensions are 399.9 feet between perpendiculars, 36.6 feet beam, and her engines on her trial trip developed 9,460 horse power, which drove her twenty shots an hour under forced draught. When cruising she makes about 16 knots an hour. She is rigged with three steel masts and on the foremast is a signal yard. She has two smokestacks, and these with the masts rake so as to give the vessel a very smart appearance. She carries a battery of eight rapid-fire Krupp guns and beside her officers and crew usually has 270 marines on board.

She is about as large as the United States

She is about as large as the United States or cruiser san Francisco. She is faster than the cruiser, her interior fittings are of course much more elaborate, but her fighting strength is less than that of the United States warship. The fittings on board are theroughly in keeping with the work that the yacht has to do, that is, to be a pleasure vessel for the German Emperor. All the decorations are rich, but there is no ostentatious display.

The Hohenzollern has five decks. The upper or shade deck has the commander's cabin at the forward end and over this is the bridge. There is also a chart room under the bridge. Between the two smokestacks there is a roomy promenade and Just forward of the after stack is a smoking room. A companionway at the after end of this deck leads to the quarter deck.

On the upper or spar deck is the dining saloon and at the forward end is the pantry. The dining saloon occupies nearly all the space between the two smoke stacks. There is one large table in this saloon and several smaller ones and by an arrangement of portières the size of the saloon can be regulated to suit the size of the company being entertained. The joiner work is carved oak and above the wainscoting panels of green tapestry decorate the walls. When not in use velvet covers are placed on the tables. The electrollers are of worked brass. Two pictures hang on the walls of this saloon, one of Prince Bismarck and one of Count von Moltke.

The Emperor's apartments are on the main deck amidships, and these will be used by Prince Henry while he is in these waters. They are under the dining saloon mad one-sist of a music room, stateroom with dreesing room and bathrooms adjoining, private office and a small reception room. The music room or blue room, as it is sometimes called, is the largest apartment on the yacht. It is finished in maple and porcelain and the pictures and bric-à-brao make the apartment appear more like a parlor in a house than the cabin of a yacht.

The Emperor's stateroom is rather severely furnished. The

SAY KAISER IS IN LOVE With an Englishwoman-Pre-Boers Thus

Explain His Lack of Sympathy. Special Cable Despatch to THE STR. LONDON, Feb. 12.-The Berlin correpondent of the World writes that Germans of all ranks have been sorely troubled for many months and unable to understand why their Kaiser has shown so little sympathy with their own darling Kruger. Now they think that they know all.

Their Kaiser has fallen in love, they whisper, with an English lady, whose name German subject of the highest rank. They are satisfied that the Kaiser's heart and not his head has turned him against the Boers. This is a venial offence compared with that of entertaining a wholesome respect for the English.

PRINCE HENRY'S PLANS. May Postpone Visit One Month If President's Son Grows Worse.

Special Cable Desputch to THE SUN.
BERLIN, Feb. 12.—Prince Henry started for Kiel at midnight after the banquet in

It is possible that should the President's son become worse the visit may be postponed for a month. It must be a month in order to catch tides suitable for the sunching. The Kronprinz Wilhelm sails for New York on Saturday at 3 o'clook in the afternoon.

Decline to Honor Prince Henry.

CHICAGO, Feb. 12.-William Kolacek and John J. Dverak have resigned from the General Citizens' Committee appointed by Mayor Harrison to take charge of Mayor Harrison to take charge of the reception here to Prince Henry. They declare that they left Bohemia and came to America to be on equal footing with every one, and that in paying tribute to a member of the royal family of Europe they would be doing violence to their belief in a republican form of government.

Union Walters Want to Walt on the Prince. The Miscellaneous Section of the Central Federated Union has appointed a committee to go to the Waldorf-Astoria and request that only union waiters be employed at the dinner to be given to the Prince. The committee was appointed at the request of the Waiters' Union.

840,000 Salary for Bank President. CHICAGO, Feb. 12.-The salary of John J. Mitchell, President of the Illinois Trust and Savings Bank, was increased at a recent meeting of the Board of Directors to \$40,000 a year. This is believed to be the second highest salary paid to a bank officer in this country, being exceeded only by that of James Stillman, President of the National City Bank of New York. Mr. Mitchell began his career as a banker in 1873 as assistant teller, at \$35 a month, in the bank of which he is now at the head.

Manley Wants to Run in 1904.

PORTLAND, Me., Feb. 12.-The Hon. Joseph H. Manley of Augusta has addressed an open letter to the Hon. Henry W. Briggs. formally announcing his candidacy for the Republican nomination for Governor as the successor in 1904 of Gov. Hill. Manley disclaims all right to the nomination as a reward for past political services. He concedes the right of Gov. Hill to be renominated

Mexican Central Gets Gulf Lines. Official announcement is made by the Mexican Central Railroad Company of its acquisition of the Monterey and Mexican Gulf lines, which are natural feeders to the Mexican road. Full control of these Gulf Mexican road. Full control of these Gulf roads gives the Mexican Central direct and exclusive connection with the principal Gulf ports.

Take Laxative Bromo Quinine Tablets. All drug-gists refund the money if it fails to cure. E. W. Grove's signature is on each boz. 250.—Ade.

The sail plan of the German Emperor's new schooner yacht Meteor III., which is published herewith for the first time, shows that A. Cary Smith, the designer of the yacht, while not giving the boat an excessive spread of canvas, has given her sufficient driving power, which with the fineness of her model, should develop good speed in the yacht, so much so that she should not only make a fine cruiser, but should not only make a fine cruiser of the said of the sail sageway is the main saloon. On the starboard side of the passageway are the private apartments of the Emperor. The stateroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, and there is a large bathroom adjoining. The Emperor's existeroom is 13 feet square, an

the fore side of the foremast to the end of the bowsprit is 71 feet.

The main gaff is 48 feet long and the fore gaff 36 feet long. The excess of the main gaff over 80 per cent. of the main topmast neasured from the hounds to the topsail halliard block, is 4 feet and this is added to the base line for measurement. The club topsail spars are 52 and 41 feet long respectively, the yard being 52 feet. These spars will carry the largest club topsail intended for use and when set the head of the sail

vestibule, on the port side of which is fitted a locker for oilskins, chart racks and table and shelves for chronometers, sextants, &c. Aft of this is the ladies' cabin extending the full width of the ship. This room is fitted with two berths, sofas, washstand, dressing table, lockers, &c. There is a bathroom adjoining on the starboard side under the stairway leading from the deck house. From the vestibule a passageway leads forward, and on the port side of this are three staterooms for the use of the Emperor's staff. At the end of this passageway is the main saloon. sageway is the main saloon.

QUALITY FOUNDED ECONOMY

Hranich & Bach Pianos unquestionably Rank with those few in the first class in Artistic finish and tone quality, Novelty of design and elegance,

> Improvements in construction and Care in every detail insure

Harmony possibilities unexcelled.

As interesting little book by J. GRAY K., of importance to plane purchasers, free on application. It contains a short illustrated history of the planeforte, unbiased opinions of celebrated consert

RELIABLE FURS.

A Deep Cut in Prices.

Sealskin and Persian Lamb Jackets and Coats,

Russian Sable, Mink, Chinchilla, Lynx, Fox, Etc. Muffs, Neck Pieces, Coronation Scarfs.

Men's Fur-Lined Overcoats and Sleigh Robes. Ladies' Fur-Lined Circulars and Automobile Coats. Seal Caps and Gloves and Coachmen's Outfits.

A Full Assortment of Sizes in Everything.

C. C. SHAYNE,

Manufacturing Fur Merchant,

42d St., Bet. Broadway and 6th Ave.

MEMORIAL TO BISHOP SEABURY. PATERSON IS HARD AT WORK.

Bishop Potter Appeals to Americans for Funds to Erect One at Edinburgh, Scotland.

Bishop Potter has addressed an appeal

land to Samuel Seabury, the first Ameri-

can Bishop, and offers to receive any sub-

scriptions made for that object. The

gotten by the world, but pure in faith and worship, and possessing power to transmit its life. The English Church had for-

gotten its down-trodden sister, and now in surprise learned that she was still alive!

FATAL FIRE IN UTICA.

One Fireman Killed, and One Mortally

and Two Seriously Injured.

building on Columbia street was gutted

burying the firemen who were at wor near it. Lieut. Beirne's body was foun-at 7 o'clock in the centre of Columbia street

buried under tons of débris. That more men were not hurt was almost a miracle. The collapse of the front wall, which looked

more firm than any other part of the struct-

POLICEMAN SAVES A FAMILY.

Carries Five Down a Ladder Out of a Fire

and Then Collapses.

Policeman Coyne of the Delancey street

station rescued Mr. and Mrs. Abraham

Fischman and their three children from a

fire in the five-story tenement at 29 Hester street yesterday morning Mrs Fischman had fainted and her husband was overcome, by smoke. With the assistance of several

firemen Coyne carried them and the three children down a ladder from the second story. Then he collapsed himself and had to be carried out by the firemen.

School of Law for Chicago University.

CRICAGO, Feb. 12.-Financial arrange-

ments have just been made for the im-

mediate establishment of a completely

equipped law school at the University of Chicago. According to the announcement made by President W. R. Harper yesterday the school will open for work at the beginning of the fall quarter. Oct. 1, 1962, and will be known as the school of law and jurisprudence of the University of Chicago.

Safe Robbers Get 85.

at Waynesboro was blown open at an early hour this morning by robbers, who secured only about \$5 in pennies. The safe was wrecked, the door being blown to pieces,

HAGERSTOWN, Feb. 12.- The safe in the station of the Western Maryland Railroad

ure, was not expected.

UTICA, Feb. 12.—The Utica Mannerchor

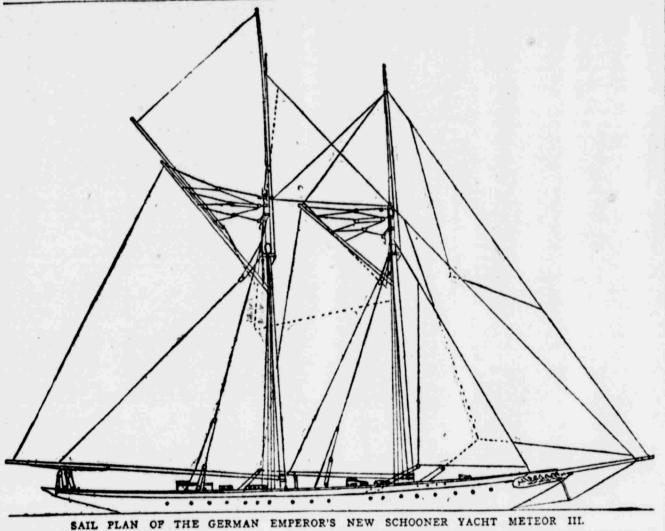
And so, when we Americans

appeal says in part:

Action and stringing method are New and patented, also Desk, fall board, &c.

Back panels, open cut,

Automatic climatic adjustment, Case artistically perfect and Hardihood of the instrument guaranteed.



schooner, whether of English or American build, in any race that may be sailed. The yacht will spread, as nearly as can be figured from the sail plan, 11,612 square feet of canvas, under the measurement rule of the New York Yacht Club.

the New York Yacht Club.

The mainmast, which is of Oregon pine and a beautiful piece of wood, is 21 inches in diameter. It is stepped 68 feet aft of the forward end of the water line and from deck to cap measures 89 feet. The maintopmast is 60 feet over all, is over all, it 20 feet on the doublings so that from deck to truck the mainmast is 132 feet. The maintopm, which is 82 feet over all, is 60 feet draught. The least free board is 61 feet above the deck at the gooseneck so that there is plenty of room on the quarteredeck for any one to move above without any danger of being struck by the boom while the ship is being sailed. To measure the spread of canvas the length from the upper side of the mainboom to the sheave of the topsail halliard block is taken and this on the Meteor III. will be 100 from the upper side of the mainboom to the sheave of the topsail halliard block is taken and this on the Meteor III. will be 101 feet. The foremast, which is 20 inches in diameter, is stepped 29 feet aft of the forward end of the water line. From deck to cap it measures 85 feet over all, of which 15 feet are in the doublings so that from deck to truck the foremast measures 126 feet and the feet and the after overhang is 18 feet and the after overhang out many fast yachts. In 1877 he turned out many fast yachts. In 1877 he turned out many fast yachts. In 1879 he turned out many fast yachts. In 1879 he turned out many fast yachts. In 1870 he turned out many fast yachts. In 1871, this water he provided the shear of the water line. From modern yachts but this own models along his own ideas which has been built of yacht. The body of the yacht is cleanly contained the provided the struck of the feet and the after overhang out of the shear of the feet and the after overhang out of this body into harmonious ends. The body of the yacht is cleanly cut, the overhangs being right of the cabin floor the ca deck to truck the foremast measures 123 feet. The foreboom is 36 feet in length. At the gooseneck it is four feet above the deck and from the boom to the fore topsail halliard block measures 114 feet.

From the end of the bowsprit to the end of the mainboom is 195 feet 6 inches, and the base line for measurement is taken from the end of the mainboom to a point midway between the jibstay and the jib

Road for 12 Hours.

BUPPALO, Feb. 12.-All traffic on the

Brook, when six of the cars near the rear of the train jumped the rails and tumbled into the ditch at the side of the track. The forward part of the train and the caboose and two freight cars immediately in front of it were left standing on the tracks. The

roadway was torn up so badly that it required twelve hours work to repair it and clear away the wreckage. A number of railroad men were in the caboose, but no one was hurt.

Rub-a-dub-dub.

\$18 and \$22.

to \$9-

\$5 now.

\$1.25.

Sizes 8 to 16.

268 Broadway, cor. Warren, and 7 and 9 Warren St. 568 Broadway, cor. Prince. 1260 Broadway, cor. 82d, and 56 West 53d St.

Boys to the front.

Tuxedo suits for the high

White vests, dress shirts, ties,

Some double-breasted suits,

Knee trousers to bridge suit

ROGERS, PEET & COMPANY.

All sizes, most all colors.

medium weights, prices were \$7

gloves—every sort of boy dress

inks of boy-life; sizes 9 to 16

halliards a triple block is set on each gaff | three-quarters of the width of the yacht and on each mast just below the hounds is another three sheave block.

The Meteor III. is practically an enlarged Yampa, now one of the imperial fleet under the name of Iduna, with certain refinements of model that have suggested them-

forged to the bevel and sweep, butt straps inside forming the rabbet for the fore end of the plates. The frames are steel angles inside forming the rabbet for the fore end of the plates. The frames are steel angles about 2 by 3 inches. The keel is of the trough pattern with the lead run inside. The rails, waterways and hatch coamings are 6 by 8 inches, and the hatch coamings are 4 by 8 inches, and the hatches are also heavy, of plain finish, but handsomely worked.

The rail is about 2 feet high.
On deck aft there is a low steel house, sheathed with teak. The windows in the midway between the jibstay and the jib topsail stay. This is 192 feet. The bow-sprit extends 24 feet outboard and from lead from this house to the steerage or

On the port side of the kitchen are two small staterooms, one for the two cooks small staterooms, one for the two cooks and the other for two stewards. Forward again is the crews' galley with a stateroom for the captain on the port side, and another room for the mate and boatswain on the starboard side. A steel bulkhead is fitted forward of this galley, and the space in the bow of the yacht is for the crew, bunks being rigged for twenty-four men. Under the cabin floor there are storage rooms.

Length of base line of measurement

Bowsprit outboard.

From fore side of foremast to forward deck to truck boom to topsall halyard block. deck to truck boom to topsail balyard block.

FREIGHT TRAIN WRECKED. Arrested on a Charge of Stealing Twenty Traffic Blocked on Buffale and Allegheny Bales of Hay.

Synacuse, Feb. 12 .- Justice of the Peace Buffalo, Feb. 12.—All traffic on the Buffalo and Allegheny division of the Pennsylvania Railroad was blocked from 10 o'clock last night until 10 o'clock this morning by reason of a peculiar freight wreck at Spring Brook. The wreck is attributed to snow on the tracks. A freight train of twenty cars was proceeding out of Spring Brook, when six of the cars near the rear of the train jumped the rails and tumbled E. G. Walrath this afternoon issued a warrant for the arrest of the Rev. James Collin, pastor of St. Patrick's Catholic Church at Chittenango. The priest is charged by Frederick J. Souter with stealing twenty bales of hay on Jan. 22. On that day Ed ward Bassett and two others met Father Collin on the Patch road with a load of baled hay. On the same day Bridge & Souter missed twenty bales from their barn. Yesterday a search warrant was issued and Officer Borman went into the basement of the church and found eighteen bales hay intact and two that had been opened. The officer also found a roll of fence wire, which H. L. Gay, a hardware dealer, says

which H. L. Gay, a hardware dealer, says was taken from his store.

Father Collin, when these things were shown to him yesterday, said they must have been placed there by some of his enemies. This afternoon it was said at his home that he was out of town. His housekeeper said that during the past few months Father Collin had suffered many indignities and his barn had been burned. This necessitated the using of the base-This necessitated the using of the base-ment of the church for stabling his horse and keeping his chickens. Father Collin is 40 years of age.

GREAT DAY FOR SKATING.

Thousands Enjoy the Sport at Van Cortlandt, Central Park and Other Places.

The cold weather and the smooth ice on the Central Park pends and Van Cortlandt Lake made thousands of skaters happy yes-terday. From early morning until after the sun went down the sport was enjoyed by record-breaking crowds. It was estimated that fully 6,000 skaters went to Van Cortlandt Lake, where there was room for all. The ice was in fine condition and many expert speed artists gave exhibitions. Those who

ice was in fine condition and many expert speed artists gave exhibitions. Those who went there to spend the day either carried their lunches with them or put the neighboring hotels to a severe test to keep all supplied with food and drink.

Central Park, however, attracted the bulk of the skating population. The lower lake was black with people both morning and afternoon. On the Harlem mere, at Fifth avenue and 110th street, there was another vast assemblage, which at a clock in the afternoon numbered perhaps 19,000. Around the edges of these lakes stood thousands of spectators, who did not mind the cold at all. The police kept a sharp watch for accidents.

The police reported that three children had been injured. One of them, eight-year-old Helen Fishroder of 108 East Ninetieth street, fell through the ice at the edge of the Harlem Mere. She was rescued by her companions and suffered a little from the cold water. William Beyer, 10 years old, of 528 West Forty-ninth street, and Daniel Vaughan, 12 years old, of 2085 Broadway, received slight injuries by falling. They were attended by ambulance doctors and went to their homes.

Capt. Flizpatrick of the Park police estimated last night that 49,000 skaters were on the loc during the afternoon and evening.

PRIEST ACCUSED OF THEFT. He said it was one of the largest crowds in years.

There were fine skating and a big crowd at Prospect Park, Brooklyn, while those who prefer to enjoy the sport in the suburbs journeyed to Hacken-sack, Montdair and Staten Island. Experts say that there has not been so much good skating hereabouts in many years.

COFFEE DOES IT.

Facts Not Generally Believed.

It is curious to watch a coffee toper and observe how he or she will resist all suggestions as to coffee being the cause of their various ailments. They will charge the coated tongue and bilious condition to something they have eaten, likewise the wretched condition of bowels and the palpitation of the heart. The sallow complexion is generally at-

tributed to a "naturally bilious" temperament. But once in a while a person wakes up and throws off coffee entirely, then the truth begins to appear, and it is an easy job to make this change if Postum Food

Coffee is taken in place of coffee. A man in West Plains, Mo., writes, "As the coffee habit grew on me my health declined in the same ratio. I was subject to nervousness, constipution, dyspepsia, and a general weak feeling which made me unfit for business, and finally. I be-came so nervous and thoroughly broken down that I could not attend to business down that I could not attend to business and turned everything over to my assistant and went to the mountains in Colorado hoping to find health in a change of climate, but after six months sojourn I came back in worse condition than I left.

A friend insisted that I quit coffee and try Postum and although I did not believe it was the cause of my ill-health, I consented to try the new coffee. I bought a package and Wife prepared it strictly according to directions and I was wonderfully

sented to try the new coffee. I bought a package and Wife prepared it strictly according to directions and I was wonderfully pleased to find it so delicious and refreshing; the quitting of coffee was a pleasure rather than a task.

I have now been drinking Postum for over a year and my health has steadily improved; the nervousness and dyspepsia have entirely disappeared. I have gained 25 pounds in weight and feel, at least, ten years younger than I did a year ago.

Many of my friends have quit coffee and are using Postum and I do not know of a single one who has not been benefited. Some of these did not like Postum at first, but in every case I found the cause to have been not having boiled it long enough. The directions are easy enough to follow, and when followed a delicious beverage is the result, but some slovenly cooks put it on to boil for five or ten minutes, but that does not make good Postum. After the real bubbling or boiling has begun it should be allowed to boil at least 15 minutes." Name given by Postum Co., Battle Creek, Mich.—Adv.

to the Protestant Episcopal churchmen ING AWAY THE RUINS. and women of this country in behalf of a fund for the erection of a memorial in Scot-

Mayor Hinchilffe Offers Every Citizen

THOUSANDS OF MEN BUSY CLEAR-

Out of Work a Job-Laborers Flocking In-City Hall's Walls to Be Saved. PATERSON, N. J., Feb. 12.-More than laborers are flocking into the city.

six thousand men were working in the ruins of the burned district to-day and "It is proposed to erect in connection with old St. Paul's, Edinburgh, Scotland, a chapel as a memorial to Bishop Seabury. safes have been opened to-day, but in most When Bishop Seabury was a student at Edinburgh University he inquired for a church in which to worship 'after the mancases they proved disappointments. The safe of former Attorney-General Griggs revealed only ashes and melted metal. ner of his fathers.' His landlord told him Mr. Griggs had jewelry and relics in the that the Episcopalians were so proscribed that no more than four persons were allowed to assemble for divine worship; but that if the student would on the followed by horses. Several ropes were lowing Sunday cautiously follow him, he would lead him to such an assemblage.

"He took young Seabury to Carruber's Close, and it was undoubtedly the memory broken before the walls succumbed. There is only one dangerous piece of work still to do, to take down the elevator shaft in the Quackenbush building. It is eighty feet of those secret and sacred and earnest hours of worship which reminded him in high and the contractors will use dynaafter years, when the English Parliament refused the Episcopate to America, that in the north was a church, feeble and formite on it to-morrow.

The First National Bank has called upon Carrere and Hastings, the New York architects, to draw plans of its new fire-proof building to cost \$150,000. Contractor Vanderhool of New York, who built the City Hall, inspected the building to-day. He said he did not believe the walls would have to come down.

Representatives of eighty fire insurance companies held a meeting in the Paget

"And so, when we Americans think of our history, and rejoice in the splendid development of the Catholic and Apostolic Church in our great continent and hope for more splendid possibilities yet to be realized, we ought in justice to turn with gratitude and affection to that branch which gave us life, but which is still struggling in a difficult environment, which is poorer by far than ourselves and impeded by a mass of prejudice and ancient aniby a mass of prejudice and ancient ani-mosity to an extent that only a lengthy residence in Scotland can reveal."

Representatives of eighty fire insurance companies held a meeting in the Paget building to-day and appointed a committee to adjust losses on the large buildings. Each company will adjust its own risks on the small buildings. The city is without a fire alarm system. The Fire Committee of the Board of Aldermen had a consultation to-day with a representative of the Gamewell Fire Alarm Company. The company offered to put in a temporary system in three days, and this was accepted.

The Relief Committee is finding its work increased, as the people who were rendered homeless are beginning to shift for themselves. The Rev. Dr. D. S. Hamilton said to-day that they found the greatest demand for babies' clothing. A letter was received at the relief headquarters to-day from Mayor Hinchliffe, in which he said: "To-morrow no man need be out of work I will be on the fire scene myself all day from early morning and I will see to it that the labor of clearing away the débris will be given to Paterson men first." will be given to Paterson men first.

building on Columbia street was gutted by fire early this morning. One fireman, Lieut. George Beirne, was killed and one, Hoseman Martin Bach, mortally injured. Two were seriously injured, Lieut. George Grupp, scalp torn and badly bruised, and Peter Mellon, arm broken and back strained. The front wall of the building, which was six stories in height, fell at 5 o'clock this morning, after the fire had been subdued, burying the firemen who were at work \$500 TO FIND YOUNG BOLGER. Grief-Stricken Father Offers a Reward and Appeals to the Police.

Paul S. Bolger, a plumber of Yonkers has asked the police to make another effort to find his eighteen-year-old son Walter. who disappeared from home on Nov. 15. The boy started for a dentist's and was not seen after that Mr. Bolger has travelled seen after that Mr. Bolger has travelled all over the country, but has been unable to get any trace of his son. Detectives employed by him have also failed. Mr. Bolger has effered a reward of \$500 for news of the boy leading to his return. He appealed to Commissioner Partridge yesterday and the Commissioner has requested the and the Commissioner has requested police in every city to look for the boy

Robert L. Hargous Recovering. Robert L. Hargous, who has been ill with heart trouble at the Hotel Manhattan for the past month, is now recovering rapidly. It is hoped that he will be up and about in a few days. Mr. Hargous was formerly a resident of New York, but has made his home in Venice for some years past. He came over here to spend the holidays, and, it is thought, overdid to trying to account as many of the invitain trying to accept too many of the invita-tions extended to him.

ITGROWS WITH YOUR BUSINESS Globe-Wernicke "Elastie" Cabinet